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COUNTRY Eastern Germany

TOPIC Wernhuchen Airfield

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EVALUATION see below

DATE OF CONTENT 24 May to 20 June 1952

DATE PREPARED 5 August 1952

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PAGES 4 ENCLOSURES (NO. & TYPE)

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REMARKS

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1. In early June 1952, source learned that 15,500 tons of gravel was delivered to the Wernhuchen airfield.

2. In late May, source learned from a farmer living near the ammunition dump of the Wernhuchen airfield that the guard detail of this dump totaled about 30 men. Guards were relieved daily at 6 p.m.

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At 11 a.m. on 19 June, source observed 30 bombs about four meters long and 800 mm in diameter in the storage shed near the main entrance of the ammunition dump. (1) About 10 Soviet soldiers were seen working on these bombs.

3. Source observed that three-axle fuel trucks and trailers were operating at the field. Their two rear axles were fitted with dual wheels. The oval containers were about five meters long, 2.5 meters wide and 1.5 meters high. The containers mounted on the trailers had the same dimensions. (2)

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5. After 9 p.m. on 26 May, intensive night flying was conducted at the field. The planes involved in these activities took off at intervals of about five minutes each. On 27 May, night flying was going on between 9 p.m. and 3 a.m. Night flying was also observed after 9 p.m. on 5 June. Source learned that Major Krupov (fn) was the airfield commandant.

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6. Observations made by source between 7 and 18 June included:

Date	Observations Made
7 June	Flying at the field between 9 a.m. and noon
8 "	No flying observed. However, the noise of tested jet engines was heard intermittently.
9 "	Flying from 8 a.m. to noon and 9 to 12 p.m. During the morning, the planes took off at intervals of 3 to 10 minutes; at night,

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DateObservations Made

the intervals between individual take-offs were 10 to 20 minutes;  
 20 June 25X1 Type 27 jet bombers made 10-minute flights. The planes  
 25X1 took off at intervals of about five minutes.  
 11 " 25X1 Type-27 and 30 jet bombers practiced flying between 8 a.m.  
 25X1 and noon, and 2 and 6 p.m. Individual flights and formation  
 flying in groups of two and three were observed. The  
 flights lasted from 10 to 20 minutes. The weather was  
 25X1 partly cloudy; visibility was good.  
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 12 " No flying observed in spite of favorable weather.  
 13 " There was flying from 8 a.m. to 5 p.m. and 9 to 12 p.m.  
 During the day, individual flights and formation flying in  
 groups of two and three were observed as on 11 June. The  
 planes involved took off at intervals of 2 to 20 minutes.  
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 14 " From the noise of aircraft engines, source inferred that  
 flying was conducted between 8 and 9 a.m.  
 15 " No flying  
 16 " There was individual and formation flying in groups of up  
 to three jet bombers between 8 a.m. and noon. For formation  
 flying, the planes took off at intervals of about 100  
 meters, assembled in the air and landed individually after  
 circling once over the field. The flights lasted from 15  
 to 20 minutes.  
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 17 " A total of 11 type-27 and 30 jet bombers was counted at the  
 field; another two or three such bombers were observed.  
 18 " Individual jet bombers circled over the field between 7 and  
 11 a.m.  
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7. A PKV 45 DF station was observed about 1,000 meters from the eastern end of the runway. Three radio masts, two temporary wooden buildings and a lean to for the parking of vehicles were seen about 150 meters from the DF station. (4) East of the radio installation with three masts there was a searchlight oriented toward the west. A line of spotlights placed at intervals of about 50 meters at a height of two or three meters and oriented toward the runway extended from this searchlight to the runway. (5)

8. During the period from 9 through 15 June, 200 men wearing red-bordered black epaulets with artillery insignia arrived at the Werneuchen railroad station and were quartered at the field. 25X1  
 loaded with billeting equipment arrived at the installation. About 40 men wearing red-bordered black epaulets with artillery insignia arrived at the Werneuchen railroad station on 16 June. More officers and EN wearing red-bordered black epaulets were seen in town than air force soldiers. (6)

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25X1 10. Observations made between 9 and 13 June included:

Date	Observations Made
9 June	Jet bomber [ ] made a faulty landing at 1:30 p.m. and had to be towed away.
10 "	Jet bomber [ ] fitted with auxiliary fuel tanks took off at 2:30 p.m. Its return was not observed. There was flying by three planes [ ] after 8 p.m. A total of 52 jet bombers and three Li-2s was observed at the field.
11 "	Thirty-six jet bombers and 3 Li-2s were observed.
12 "	No flying.
13 "	There was flying from 5 a.m. until after midnight. A plane towing an air sleeve was observed at 5:45 a.m. [ ] thirty-six jet bombers and 3 Li-2s were observed at the field.

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11. On 14 June, the northern taxiway and the hardstands were half completed. A total of 47,860 square meters had been concreted. (7) Eight upright fuel tanks each with a capacity of 25,000 liters and 14 prone tanks each with a capacity of 50,000 liters were observed in the western portion of the fuel dump. Fuel drums were seen in an open shed. Twelve fuel tanks, six of which of an unusually large size, were stored outside the fence of the dump. Thirty-six fuel tanks with a storage capacity of 25,000 liters each were observed in three long ditches in the eastern portion of the dump. (8) Source determined that the fuel dump was about 550 meters from the signal box on the spur track to the field.

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12. Flying activities observed at the field between 10 and 20 June included:

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13. At 7 p.m. on 16 June, a group of 11 officers and 10 EN wearing red-bordered black epaulets with artillery insignia and carrying luggage arrived at Lorneuchen by the passenger train coming from Wriezen. The group marched to the barracks installation. On 20 June, 21 trucks were loaded on freight cars on the spur track of the installation.

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14. Observations made at the field during the period from 6 through 11 June included:

No flying between 1 and 6 p.m. on 8 June; take-offs and landings were practiced between 8 a.m. and 6 p.m. on 9 June; flying by type-30 and type-27 jet bombers were observed between 6:15 a.m. and 6 p.m.; 11 type-27 and one

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15. During the period from 17 May through 23 June, 109 railroad tank cars, 725 flatcars loaded with gravel, 120 flatcars and 5 boxcars the loads of which were not determined arrived at the installation. (11)

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Comments.

- (1) Bombs of this size are reported for the first time. Although the measurements stated are only estimates and therefore must be received with reserve, it is believed that the bombs observed were larger than the previously known 1,000 kg bombs. Efforts have been initiated to obtain more exact information.
- (2) This type of tank truck is reported for the first time. For sketch of the truck with trailer, see Annex.
- (3) This officer is reported for the first time.
- (4) According to available information, a low frequency landing beacon is located on this spot. It is believed that source's statement on the three masts of this installation was an error in observation and that actually only one guyed mast existed there.
- (5) The existence of this row of spotlights in the extension of the runway as far as the inner low frequency landing beacon was known previously. Such rows of spotlights, which are used to facilitate night landings, have also been observed at other airfields in the Soviet Zone of Germany.
- (6) The soldiers wearing red-bordered black epaulets were AAA personnel. It is believed that the AAA batteries, which arrived at the field after about 12 April 1952, are being brought up to full strength. The soldiers belonged to an AAA unit from Brandenburg, which is directly assigned to the GORP.
- (7) This item of information indicates that contrary to a previous report the northern taxiway will not be completed by 15 July.
- (8) The fuel tanks reported may have a total storage capacity of 2.4 million liters. This would roughly correspond to the total fuel storage capacity reported for the Brand airfield. It may be assumed that these two airfields, which are occupied by bomber units, are provided with about the same facilities. The fuel storage capacity reported for the two fields, which is five times the capacity of the other airfields in the Soviet Zone of Germany, indicates that they may be earmarked for use by multiple-engine conventional or jet bombers.
- (9)
- (10) belong to the GATBs of the two bomber regiments located at the field.
- (11) The data on the railroad tank cars arriving at the field during the period reported agrees with available information. It is believed that source covered all fuel shipments dispatched to the installation. The large amount of gravel shipped to the field indicates that construction work on the northern taxiway of the field is to be intensified.

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SECURITY INFORMATION

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Bank Truck and Trailer Observed at Wernbachon



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